

military bases. In response to the growing needs of the air quality analysis community and changes in regulations, the FAA in cooperation with the USAF re-engineered and enhanced EDMS in 1997 to create EDMS Version 3.0. EDMS Version 3.0 was built under the guidance of a government and industry advisory board composed of experts from the scientific, environmental policy, and analysis fields.

The FAA provides guidance on the use of EDMS in FAA Report No. AEE-AEE-97-03, "Air Quality Procedures for Civilian Airports and Air Force Bases," which updates and replaces the original version of the handbook, FAA Report No. FAA-82-21.

The FAA is taking this opportunity to identify EDMS as the *required* model to perform the air quality analyses for aviation emission sources from airport projects instead of the *preferred* model, as stated in the FAA's "Air Quality Procedures for Civilian Airports and Air Force Bases." This policy statement will serve as the interim written document until the revised FAA Orders 1050, Policies and Procedures for Considering Environmental Impacts, and 5050, Airport Environmental Handbook, are published.

Policy Statement

EDMS is designed to assess the air quality impacts of airport emission sources, particularly *aviation* sources, which consist of aircraft, auxiliary power units, and ground support equipment. EDMS also offers the capability to model other airport emission sources that are not aviation-specific, such as power plants, fuel storage tanks, and ground access vehicles.

Except for air toxics or where advance written approval has been granted to use an equivalent methodology and computer model by the FAA Office of Environment and Energy (AEE-120), the air quality analyses for aviation emission sources from airport projects conducted to satisfy NEPA and general conformity requirements under the Clean Air Act must be prepared using the most recent EDMS model available at the start of the environmental analysis process. In the event that EDMS is updated after the environmental analysis process is underway, the updated version of EDMS may be used to provide additional disclosure concerning air quality but use is not required. A complete description of all inputs, particularly the specification of non-default data, should be included in the documentation of the air quality analysis for purposes of complying with NEPA and general conformity

requirements. Users also must provide one copy of EDMS input files used in the analysis and the corresponding output files to the FAA responsible official on magnetic media specified by the FAA responsible official.

As stated above, EDMS currently is not designed to perform air toxic analyses for aviation sources, and may be supplemented with other air toxic methodology and models in consultation with the appropriate FAA regional program office. Use of supplemental methodology and models for more refined analysis of *non-aviation* sources also is permitted in consultation with the appropriate FAA regional program office.

This policy is being issued in order to ensure consistency and quality of analysis performed to assess the air quality impacts of airport emission sources for purposes of complying with NEPA and general conformity requirements.

Issued in Washington, DC, on April 6, 1998.

Paul R. Dykeman,

Deputy Director of Environment and Energy.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

RTCA Special Committee 159; Minimum Operational Performance Standards for Airborne Navigation Equipment Using Global Positioning System (GPS)

Pursuant to section 10(a) (2) of the Federal Advisory Committee Act (Pub. L. 92-463, 5 U.S.C., Appendix 2), notice is hereby given for a Special Committee 159 meeting to be held April 27-May 1, 1998, starting at 9 a.m. on April 27. The meeting will be held at RTCA, 1140 Connecticut Avenue, NW., Washington, DC 20036.

The agenda will be as follows:

Specific Working Group Sessions:
April 27: Working Group (WG)-2, WAAS, Rooms A and B; WG-4B Airport Surface Surveillance, Room C; April 28: WG-4A, Precision Landing Guidance (LAAS CAT I/II/III), Rooms A and B; WG-2, WAAS, Room C; April 29: WG-4A, Precision Landing Guidance (LAAS CAT I/II/III), Rooms A and B; WG-2, WAAS, Room C; WG-2A, GPS/GLONASS, Room D, 9 a.m.-12 noon; WG-2C, GPS/Inertial, Room D, 1 p.m.-4:30 p.m.; April 30: WG-4A, Precision Landing Guidance (LAAS CAT I/II/III), Rooms A and B, 9 a.m.-12 noon.

Plenary Session Agenda, April 30, 1:30 p.m.-4:30 p.m., Rooms A and B; May 1, 9 a.m.-4:30 p.m., Rooms A and B: (1) Chairman's Introductory Remarks; (2) Review/Approval of Minutes of Previous Meeting; (3) Review WG Progress and Identify Issues for Resolution: (a) GPS/WAAS (WG-2); (b) GPS/GLONASS (WG-2A); (c) GPS/Inertial (WG-2C); (d) GPS/Precision Landing Guidance and Airport Surface Surveillance (WG-4); (e) Interference (WG-6); (4) Review of EUROCAE Activities; (5) Review/Approval of Proposed Final Drafts: MASPS for LAAS Cat I/II/III, Interface Control Document for LAAS, and Change 3 to RTCA/DO-229; (6) Assignment/Review of Future Work; (7) Other Business; (8) Date and Location of Next Meeting.

Attendance is open to the interested public but limited to space availability. With the approval of the chairman, members of the public may present oral statements at the meeting. Persons wishing to present statements or obtain information should contact Mr. Harold Moses, RTCA Program Director, at (202) 833-9339 (phone), (202) 833-9434 (fax), or <http://www.rtca.org> (web site). Members of the public may present a written statement to the committee at any time.

Issued in Washington, DC, on April 7, 1998.

Janice L. Peters,

Designated Official.

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

[FHWA Docket No. FHWA-98-3409]

Third Party CDL Knowledge and Skills Testing Pilot Project

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of intent to conduct a pilot project; request for comments.

SUMMARY: The Federal Highway Administration is proposing a pilot project to evaluate the use of third party testers to administer commercial driver's license (CDL) knowledge testing under certain conditions. The FHWA is proposing this action in response to requests from Arizona, Colorado and Florida. These States desire this added flexibility as a means to streamline State Government and improve customer services. Upon completion of the pilot project, the FHWA would evaluate the results and make a final determination as to whether the integrity of the CDL